Mr. K. Achyuta Menon *(Secretary to Government):* We will enquire about it.

Mr. A. Eachara Menon *(Chittur-Rural):* The Secretary stated that he has given proper representation to the taluk in the case of initial recruitment. I know who all have been appointed by the Board. It is not right simply because he can assert from his position that he has done so.

Mr. K. Achyuta Menon *(Secretary to Government):* I only stated that according to the rules governing the working of the Board the Chittur people have been given consideration to the same extent as others. I am only speaking with regard to initial recruitments. I do not speak of any specific community.

Mr. A. Eachara Menon *(Chittur-Rural):* There may be 4 Latin Christians. There was one Nayar who had served the Revenue Department for 4 years.

Mr. K. Achyuta Menon *(Secretary to Government):* I know Parameswara Menon. His turn came as No. 42. According to the rules the date of first entry into service is taken into consideration.

Mr. A. Eachara Menon *(Chittur-Rural):* The other point raised was that it is very difficult to take in new appointments unless others have been disposed of. Have they not taken any one after the waiting list was prepared? They have. Why not a chance be given to Chittur? The only consideration was that those who came from Chittur had no technical qualifications. But people without technical qualifications have been appointed. Then, what about the lady applicants? Not a single one has been appointed. They had applied as soon as the Staff Selection Board came into existence. The Secretary was only able to create some feeling against me in the Council because he is a past master in that cut. I admit that. After hearing the arguments of the Secretary, I withdraw the resolution with the leave of the House.

Resolution, by leave, withdrawn

3. Ferry services to be made free

***Mr. E. Ikkanda Warriar** *(Cheruthuruthi):* Sir, the resolution that stands in my name runs thus: "*This Council recommends to Government to make all ferry services free throughout the State*". It is one of the primary duties of a State to provide for the means of communication all over the State. It is one of the elementary rights or convenience which man requires. The Government has

* Speech not corrected by the hon'ble member.

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built roads and bridges in places where they can, and in places where they cannot build bridges and roads, they have provided ferries. In the provision of both these I am sure the Government recognise the fundamental necessity of providing means of communication. If we start from that principle I would contend that it is the duty of the Government to make these services free. Instead of providing these ferries free let us see what the Government does. Government tries to make a profit out of these. These ferries have become a source of income to the State. Instead of the Government spending a pie on this elementary convenience of the people, they exploit the situation, and the hardships are caused to the public by means of farming out certain ferries and then making them a source of income. They get about Rs. 40,000. I am sure the Government will come up and say that the income of the State will be affected. That can be the only reason that they could bring against this resolution. I understand that there are about 150 ferry services in the State. There may be big and small ferries. And out of this 150, there will be at the most 15 that can be called free ferries. For all the ferries people will have to pay. The income from that comes to about Rs. 40,000. The objection that will possibly be raised is that the Government will loose this income while they may have to spend something for maintaining these ferries. I shall answer this first. With regard to this Rs. 40,000, I think, I can easily say that it is really a sin to collect money from the poor people because of the failure of the Government to provide one of the elementary needs of man, the freedom to move about to get work. Look at the hardships that they are put to, the danger that they face by sometimes crossing and swimming the river and the consequent loss of personal property, because adequate services are not provided. Government are exploiting the position of these people and trying to make money to the tune of Rs. 40,000. The loss must be deemed to be very small and is very inequitable.

As regards the amount of 10 or 12 thousand for the maintenance of these ferries my answer is that Government is spending about 5 lakhs of rupees on communications, out of which 2½ lakhs is spent on original works and about 2½ lakhs for maintenance of roads. I take into consideration both the Panchayat and Public Works Departments. What is this Rs. 10,000 out of this 5 lakhs provided for the elementary needs of the people all over the State? To maintain about 150 ferries a sum of Rs. 12,000 alone will be required, and the State is spending about 5 lakhs for the maintenance of roads. I say this is a very small amount and the State can easily make accommodation for this 12,000 rupees. This is not done in other places. The ferries in Travancore are free. If there are ferries where they have to pay it is only because our Government

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insist upon collecting dues in the case of border ferries. Take the case of Chowwara. When the Cochin Government insisted upon collecting money, the Travancore Government also collects it. If our Government cease to collect it, the Travancore Government will give its share. Because the Cochin Government collect the ferry charges, the Travancore Government naturally collect them because half the waters are theirs. My point is that these elementary needs of man should be provided free.

Mr. V. J. Mathai *(Planters):* What about the Ernakulam-Mattancheri ferry ?

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* That might be excluded. I am prepared to accept an amendment that the Ernakulam-Mattancheri might be excluded from the operation of this resolution, because you have provided a road and bridge at a heavy cost and if people want they can walk. In the coastal areas we have to cross small canals and the poor people will have to pay 2 or 3 pies and they may be going in search of work in the morning. They might have to return without work and even for that they will have to pay. That is the condition of many of the villages in these coastal areas. It is a hard thing that the Government is asking them to pay. I therefore submit this proposition for the kind consideration of the House. I am only surprised that this has not come up before the House earlier. It is only a few months back that I found the poor people of these parts finding it very difficult to go to the hospitals and markets. I, therefore, think it is high time that the House takes up this question seriously and tell the Government that they should provide these amenities also.

Mr. P. K. Madhava Menon *(Narakkal):* Sir, I support this resolution. I would like to make an exception in the case of the Ernakulam and Mattancheri ferry, where steam boats have to be used. As far as the Chowwara ferry is concerned, I think until about 3 years ago, the Travancore Government were not charging anything for people to cross the ferry. They also began to charge from 1113. Now, the charge is 4 pies this side and 4 pies that side and a man carrying a load of say 2 bunches of banannas has to pay an additional 4 pies. The people of Chowwara have to go to Alwaye to market their produce. In these days it is a hard thing to charge these people for crossing the river. The Travancore Government began to charge because the Cochin Government were persistent in charging. All the ferries of the Travancore Government except the border ones are still free. Such being the case, I submit that even at some expense to Government it is the duty of Government to provide facilities for the poor people to move about freely.

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Mr. E. Ikkanda Warriar *(Cheruthuruthi)*: The Ernakulam-Mattancheri ferry may be excluded.

മിസ്റ്റർ വി. കെ. കുട്ടി: സർ, കൊച്ചി രാജ്യത്തെ കടത്തുകൾ ഫ്രീയായി നടത്തണമെന്നുള്ള ഈ പ്രമേയത്തെപ്പറ്റി ചിന്തിക്കുന്നതിനു മുമ്പായി ചില സംഗതികൾ ഈ സഭ ആലോചിക്കേണ്ടതുണ്ട്. ഈ പ്രതിഫലംകൂടാതെ സ്റ്റേറ്റ് മുഴുക്കെ കടത്തു നടത്തിവരുന്നതു നമ്മുടെ അനുഭവത്തിൽ തിരുവിതാംകൂറിൽ മാത്രമാണ്. തിരുവിതാംകൂറിൽ പലപ്പോഴും കടത്തുവഴി സഞ്ചരിക്കുവാൻ ഭാഗ്യമുണ്ടായിട്ടുള്ളവർക്കെല്ലാം അറിയാം ഗവൺമെണ്ടിൽ നിന്നും ഫ്രീയായി അനുവദിച്ചിട്ടുള്ള ടി കടത്തുകളിൽ പ്രതിഫലം കൂടാതെ സൌകര്യത്തിൽ ഇറങ്ങിപ്പോകുവാൻ കഴിയുകയില്ലെന്നുള്ളതു്. തിരുവിതാംകൂറിന്റെ നാനാഭാഗങ്ങളിലും പലപ്പോഴും സഞ്ചരിച്ചിട്ടുള്ള എനിക്കും അതു നല്ലപോലെ അനുഭവപ്പെട്ടിട്ടുണ്ട്. ഉദ്ദേശിച്ച സ്ഥാനത്തു സമയത്തെത്തുവാനും കാര്യങ്ങൾ നിർവ്വഹിക്കുവാനും കടത്തു കടന്നു പോകണമെന്നുണ്ടെങ്കിൽ പെഴ്സിൽ പണമുണ്ടായിരിക്കണം. അതുകൊണ്ടാണു തിരുവിതാംകൂറിലെപ്പോലെ ഇവിടെയും കടത്തു ഫ്രീയാക്കി അപജയത്തിൽകലാശിക്കുവാനിടവരുത്തരുതെന്നു ഞാൻ പറയുന്നതു്. കൂടാതെ ഇതിൽനിന്നുള്ള വരുമാനം ൪൦,൦൦൦ കൊ.യുണ്ടാകുമെന്നു ബഹുമാനപ്പെട്ട അവതാരകൻ ഇവിടെ സൂചിക്കുകയുണ്ടായി. അങ്ങിനെയുള്ള വരുമാനത്തിന്റെ ഗുണം ഒന്നുകിൽ രാജ്യത്തിനു കിട്ടണം, അല്ലെങ്കിൽ ഗവൺമെണ്ടിനു കിട്ടണം. ഇതു രണ്ടും ഇതിൽ നിന്നുണ്ടാകുമെന്നു വിശ്വസിക്കുവാൻ ന്യായമില്ല. ഭരണത്തിനു പോരാതെ വരുന്ന സംഖ്യ ഗവൺമെണ്ടു് ഏതെങ്കിലും വിധത്തിൽ പൊതുജനങ്ങളിൽ നിന്നും വസൂലാക്കുവാൻ ശ്രമിക്കുന്നതു സ്വഭാവികമാണു്. മദ്രാസിൽ മദ്യനിരോധനം ചെയ്തു സെയിൽസ് ടാക്സ് ഏർപ്പെടുത്തി. ബോമ്പെയിലും അതുതന്നെയാണു ചെയ്തതു്. ഉത്തരവാദിത്വഭരണം വന്നപ്പോഴാണു് ആ സംഭവമുണ്ടായതു്. ഇപ്പോൾ ബോമ്പയിൽ ആ സെയിൽസ് ടാക്സും നിന്നു, മദ്യവർജ്ജനവും മാറി. വീണ്ടും പഴയ രീതിയിൽ തന്നെ ബോമ്പെയിൽ വന്നിട്ടുണ്ടു്. മദ്രാസ്സിലും അതുപോലെയുള്ള അനുഭവം വഴിയെ ഉണ്ടാകുമെന്നും ഉദ്ദേശിക്കേണ്ടിയിരിക്കുന്നു.

ഇന്നത്തെ അജണ്ടയിൽ നാലാമതായി നിലകൊള്ളുന്ന പ്രമേയം നടപ്പിനു വരുമ്പോൾ ഇങ്ങിനെയുള്ള സംഗതികളെപ്പറ്റി ആലോചിക്കുന്നതു നന്നായിരിക്കും. ഉത്തരവാദിത്വഭരണം ബ്രിട്ടീഷിൻഡ്യയിൽ നടപ്പിൽ വന്നിട്ടുപോലും അവർക്കു് അവരാഗ്രഹിച്ചതുപോലെ കാര്യങ്ങൾ നിർവ്വഹിക്കുവാൻ സാധിച്ചിട്ടില്ല. ഇവിടെയും ശരിയായ ഉത്തരവാദിത്വഭരണം പൊതുജനങ്ങൾ ഏറെ നടന്നുന്ന ഒരു കാലം ഉണ്ടാകുന്നതുവരെ ഇങ്ങിനെയുള്ള കാര്യങ്ങളിൽ ഈ സഭ എർപ്പെടരുതെന്നാണു ഞാൻ ഉൽബോധിപ്പിക്കുന്നതു്.

എനിക്കു് ഈ സഭയെ ധരിപ്പിക്കുവാനുള്ള മറ്റൊരു സംഗതി ഓരോ പഞ്ചായത്തു് അതിർത്തികളിലുമുള്ള കടത്തുകൾ അതാതു പഞ്ചായത്തുകളെ ഏൽപ്പിക്കേണ്ടതാണെന്നും, അതിൽ നിന്നുള്ള വരുമാനം രാജ്യത്തിനാവശ്യമായ റോഡുകൾ, തോടുകൾ മുതലായവക്കുവേണ്ടി ചിലവുചെയ്യിക്കണമെന്നും ഉള്ളതാണു. ഈ സംഗതിയെപ്പറ്റി ഞാൻ ഒരവസരത്തിൽ ഉപദേശക സമിതിയിലേക്കു് ഒരു പ്രമേയം അയച്ചിട്ടുണ്ടായിരുന്നു. നിർഭാഗ്യവശാൽ അതു ഗവൺമെണ്ടു തള്ളിക്കളയുകയാണു ചെയ്തതു്.

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ഡാക്ടർ എ. ആർ. മേനോൻ : എപ്പോഴാണ് അയച്ചത് ?

മിസ്റ്റർ വി. കെ. കുട്ടി : രണ്ടുകൊല്ലം മുമ്പ്. അതായത് വില്ലേജുകളിലെ അത്യാവശ്യമായ കാര്യങ്ങൾ അതായത് വില്ലേജുകളിലെ വരുമാനംകൊണ്ടു നടത്തിക്കുക എന്നുള്ള തത്വം ഗവൺമെണ്ടു് അംഗീകരിക്കേണ്ടതാണ്. അതുകൊണ്ടു് ഈ പ്രമേയം ഒരിക്കലും പ്രസ്സുചെയ്യരുതെന്നു ഞാൻ ബഹുമാനപ്പെട്ട മെമ്പറോടപേക്ഷിക്കുന്നു.

മിസ്റ്റർ കെ. എസ്സ്. പണിക്കർ : ആർക്കു കൊടുക്കണം വില്ലേജുകൾ ?

മിസ്റ്റർ വി. കെ. കുട്ടി: വില്ലേജുകളിലെ വരുമാനം അതായത് വില്ലേജുകളിൽ ചിലവുചെയ്യുവാനുള്ള അധികാരം പഞ്ചായത്തുകാർക്കു കൊടുക്കുന്നതു് ഉത്തമമായിരിക്കുമെന്നാണ് എന്റെ അഭിപ്രായം.

Mr. V. J. Mathai *(Planters):* Sir, There are two serious difficulties arising out of this. While one is for abolishing all sorts of payments in the case of very small ferries, the resolution as it is takes in all ferries. In that is included the ferry between Ernakulam and Mattancheri. This ferry will involve a lot of expenditure to Government because steam boats have to be used. It is not only the question of the amount you are getting by farming out the right to collect the ferry dues, but the question of the cost of maintaining these ferries that have to be considered. Therefore, unless the resolution is amended, many of us, in spite of our efforts to see that something should be done, will find it very difficult to extend our support.

Secondly, it is not enough if a rule is made. I know that in rural parts even though the ferry-men were not allowed to take anything from passengers they are taking something. The result will be that the Government will be loosing the revenue and the people will have to pay their fare. It is therefore necessary to watch over the ferry-man. There will be lot of complaints. But the Diwan Peishkar cannot be expected to supervise the conduct of all the ferries in the State.

Mr. C. R. Iyyunni *(Trichur-South):* May I know whether any fee is collected from the students?

Mr. V. J. Mathai *(Planters):* No. It is therefore not enough to abrogate the rules. It may be necessary to see that the rules are enforced. Therefore, there are these two difficulties. I am strongly for abolishing these small ferries which may not involve heavy expenditure. Therefore, I would say all small ferries should be made free. I would suggest it as an amendment. I accept the principle. I say means of communication should be given free to the people just as you give roads from Ernakulam to Trippunittura, etc., free. That ought to be the basic principle. Absolute necessities of the public should

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be satisfied. For example, the facility for travelling from one place to another. That ought to be the very principle under which I say all small ferries should be made free. But this should not be extended to all classes of major ferries. All such major ferries should be exempted from this. Otherwise, the cost of maintaining them will be tremendously high. The rule has also to be introduced strictly. These are the difficulties standing in the way.

Mr. M. K. Devassy *(Adur):* May I suggest with a view to make the discussion easier that I may be permitted to move an amendment? I would suggest "add at the end of the resolution, excepting Mattancheri and Ernakulam".

Panel Chairman: Please write it down.

Mr. M. K. Devassy *(Adur):* My amendment is: add at the end of the resolution "excepting Mattancheri and Ernakulam ferry."

Mr. A. V. Moothedan *(Chalakkudi):* Then what about the Vypeen ferry and such other ferries?

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* I have great pleasure to accept that amendment.

Mr. A. V. Moothedan *(Chalakkudi):* If an amendment is to be made it should be comprehensive.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* In all other cases there is no road provided by the Government. What the resolution wants is that people should be allowed to pass from one place to another without any payment. Now here, we have got a road by which we can go about without payment. If the Government provide some additional arrangement for communications for the convenience of the public—in view of the fact that there is a road free for the public, there cannot be any objection in their levying fees for Mattancheri and Ernakulam. There is no arrangement between Vypeen and Cochin and therefore that also may be included.

Mr. A. V. Moothedan *(Chalakkudi):* There is a ferry service in Mattancheri?

Mr. M. K. Devassy *(Adur):* I have no objection.

Panel Chairman: You may move an amendment if you want or oppose it *(laughter).*

Mr. A. Madhava Prabhu *(Diwan Peishkar):* Sir, I do not know how many amendments have been made and accepted.

Panel Chairman: Only one, for excluding Mattancheri and Ernakulam.

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Mr. A. Madhava Prabhu *(Diwan Peishkar):* Sir, It is not possible for the Government to accept this for more reasons than one. Now, so far as the roads are concerned, it is assumed by the hon'ble member that no sort of income is derived by the Government for spending so much for the construction of the roads, etc. So far as walking on foot is concerned it will be quite awkward to levy any fees. But with reference to vehicles and other things we have a legislation, namely, the Cochin Ferries and Tolls Act to govern them. We make no distinction between one sort of communication and the other.

Then with reference to the money which the Government is making and the inconvenience that is felt by the poor public we have to consider one thing. That is, it is not the poor people alone that are benefited by the resolution, but the vast majority of the rich people also are getting the benefit. Apart from all these things we have got ferries between British frontiers and our boundary. There are 20 frontier ferries with reference to which there is an agreement between the District Board of Malabar and our State, and some of them are being run by them and some by us. We share the profits between us. As one hon'ble member said, it is only in Travancore that we find ferries are made free and not in any other State. Unless therefore the British Government is also prepared to accept this proposal there is no reason why our State alone should give up this income. I can understand the question of a free ferry being opened in a particular place where only poor people who cannot afford to pay for the ferry service are residing. We have certain ferries—11 ferries—here in certain parts of our State which are populated by only poor people who are incapable of paying anything. We have not been levying a single pie for these. There are about 11 such ferries in our State. For these ferries we are spending over a thousand rupees for their maintenance.

In the collection of fees the schoolgoing children are exempted. Therefore, wherever it is found that free ferry service is to be established by experience or at the cry of the people, we are investigating into those matters and opening new ferries free of fee. We are even having free monsoon ferries in some cases. Some of them have been established even last year. We have opened within the last 6 months a ferry in Trichur Taluk merely for the convenience of a set of people called padannas—poor people, who have no means to pay a single pie for ferry. We have opened that during the last monsoon season. Therefore, since this is not a matter with which our Government is the only Government concerned and since we derive revenue on account of this both from the rich and the poor, it is not possible for the Government to accept this resolution. The

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amount that will have to be forgone is Rs. 47,000 including major ferries.

Mr. E. Ikkanda Warriar *(Cheruthuruthi).* I think it is only Rs. 40,000.

Mr. A. Madhava Prabhu *(Diwan Peishkar):* That is the estimated amount. Auctions have been confirmed subsequently. That was the amount that was estimated in Meenam when the budget was submitted to the Government.

Mr. C. V. Iyyu *(Kunnamkulam):* Will the Hon'ble Member for Revenue be pleased to name all the free ferries ?

Mr. A. Madhava Prabhu *(Diwan Peishkar):* I will give you the names. I have got a list. If you want I will give you. I do not think this includes the one which was opened very recently within the last 3—4 months in Trichur Taluk.

Mr. P. K. Madhava Menon *(Narakkal):* Will you kindly read the names of 10 ferries?

Mr. A. Madhava Prabhu *(Diwan Peshkar):* I have got a list of the 10 ferries. I will give it to you.

1. Kaipattur—Kuleyettikara.
2. Kadamakudy—Narakkal.
3. Vadakkumpuram—Thekkethuruthu.
4. Pudukad—Cheruval—Thottipal.
5. Chalakkudi Railway Station—Vijayaraghavapuram.
6. Pullu Island—Mainland.
7. Chenam—Perimpillisseri.
8. Thuruthikad.
9. Chiravaramba.
10. Nedupuzha—Eluthuruthu.

Then there is the newly sanctioned "Mupliam ferry". It was opened from 15th Vrischigam to 15th Meenam.

My submission is that our income is not as great as that of Travancore.

Mr. C. R. Iyyunni *(Trichur-South):* May I know what exactly is the Government realising from the Ferry between Mattancheri and Ernakulam?

Mr. A. Madhava Prabhu *(Diwan Peishkar):* It was Rs. 20,000. But it has now been reduced to Rs. 17,000 as per the revised agreement. The agreement has been recently revised on account of the shifting of the Ernakulam Railway Station.

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Since therefore we have to share with other Governments and also since it is not only the poor people that are benefited but the vast majority of the rich people are also benefited, and since all possible concessions are given to persons who deserve concessions, it is not possible for this Government to accept this resolution and amendment.

*Mr. E. Ikkanda Warriar *(Cheruthuruthi)*: Sir, the objections raised by the Hon'ble Member Mr. Kutty—and I think to some extent shared by some of the members though they did not speak—are that poor people will not be actually benefited, and that even they will be compelled to pay. I beg to submit that it is not correct. It may be that the hon'bel members here might have experience of being compelled to pay or I would rather put, pressed to pay. It is not so so far as my experience goes. It is more a case of paying them by persons who could afford to pay that happens. They pay 2 or 3 pies as a sort of presents or tips. It is not insisted upon. Even if it is so with an efficient management it can be easily got over. There are Panchayats all over the State and as one of the Hon'ble Member—Member for Planters—remarked, I say that all the Panchayat Members and other officers can certainly be made to fall upon these ferry people, and they could be asked to work efficiently and well and to render ferry service at fixed times. So that argument is not of much force so far as we are concerned. Then, the other argument is that there are some frontier ferries. Comparatively they are very small in number and probably the origin would be the same as that of the Chowwara ferry in the case of which as the Hon'ble Member for Vellarapilly was telling us, till three years ago until the Cochin Government began collecting the ferry charges, that ferry was free and when the Cochin Government began to collect the fees, the Travancore Government claimed its share. It might have so happened that we started it and the District Boards also thought that they would share the proceeds with us. Well, they are also comparatively small in number. It is only 26. The main question, therefore, Sir, is this.—Whether the Government is prepared to forgo this Rs. 43,000 minus Rs. 20,000 or Rs. 17,000 which we are now collecting from the Ernakulam—Mattancheri ferry. The first question is whether the Government is prepared to lose this amount of Rs. 20,000 or Rs. 25,000 a year. I would call it tainted money. Instead of Government discharging their obligations to the poor people they compel them to pay, to take advantage of their difficulties. I therefore call it tainted money. I ask the

*Speeh not corrected by the hon'ble member.

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Government whether they are prepared to give up that tainted money? If they are prepared to lose that income, then, the question is very small and simple.

Mr. A. Madhava Prabhu *(Diwan Peishkar):* We have to spend not less than Rs. 15,000 for the maintenance of the ferries.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Are the Government prepared to forgo this tainted money; will they give up this money; will they throw off the responsibility of paying this amount from the public ? If so, I can find competetive persons to run the ferry.

Mr. A. Madhava Prabhu *(Diwan Peishkar):* Even now there, there are people who take their private boats for the purpose. If the Government is to give up the right there will be competition.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* If the Government are pleased to forgo this income, I am sure the competition will only reduce the rates. I am even prepared to go to this extent, if the Government are prepared to forgo this amount. There are people who will run it for 2 or 3 pies.

Dr. A. R. Menon *(Minister for Rural Development):* So the point is that the rates are too high?

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* That is one position. There are two questions involved. One is the giving up of the money that they receive and then the other is the amount that they will be compelled to spend for its maintenance.

Mr. M. K. Devassy *(Adur):* They get Rs. 43,000. They have to spend about Rs. 20,000 for the maintenance; thus they lose only Rs. 20,000 for the maintenance if they are prepared to forgo the income.

Mr. A. Madhava Prabhu *(Diwan Peishkar):* If you have to make every ferry free you have to spend at least, on rough calculation, a sum of Rs. 15,000 to have free ferries established.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* I thank the Hon'ble Member for Adur for giving me a suggestion. We have exempted from the operation of this resolution ferry between Ernakulam and Cochin. That will bring to the Government about 18,000 Rupees. Government will have to spend for the maintenance of the other 140 ferries only Rs. 15,000 even according to the hon'ble member. Even if the Government will be compelled to maintain all the ferries free and if they farm out the Cochin-Ernakulam ferry, they can make out a small profit. The question therefore is, are the

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Government prepared to do this. Are the Government prepared to forgo this small profit when they are spending lakhs of rupees for building of roads, bridges, etc? Are they not prepared to spend a small amount for the 140 ferries scattered over the whole State? Are you not bound to provide these primary means of communications for these people? That is the main question. I therefore think that no case has been made out by the Government nor by the members who opposed this motion for not supporting this resolution. I therefore press the motion for a division.

Mr. C. V. Iyyu *(Kunnamkulam):* Will the Government give an assurance to the House for the time being that they will reduce the ferry charges to one pie, and may I know whether in view of such an assurance the hon'ble member be pleased to withdraw his motion?

Resolution as amended put and carried

4. Grant of further Constitutional Reforms

As a further step towards complete responsible Government, this Council recommends to the Government to place the Departments of Education, Medicine and Public Works under popular Ministers. (Mr. T. K. Nayar).

Amendments

Delete the words "As a further step towards" and insert "In order to obtain".

Between the word "place" and the word "the" add the word "all" in line 2 of the resolution;

Omit the words "of Education, Medicine and Public Works". (Mr. T. V. Subramania Ayyar).

Panel Chairman: There is an amendment in the name of Mr. T. V. Subramania Ayyar. If that amendment is accepted, resolutions 5, 6 and 7 will not be discussed. After the discussion of resolution No. 4, the other resolutions will not be discussed. Therefore, the authors of those resolutions may speak on them when this resolution is moved.

Mr. T. K. Nayar *(Palayannur):* Sir, I move the following resolution. "As a further step towards complete responsible Government, this Council recommends to the Government to place the Departments of Education, Medicine and Public Works under popular Ministers."

പരിപൂർണ്ണ ഉത്തരവാദിത്വഭരണത്തിന്റെ ആദ്യത്തെ പടിയായ ഏഴോ എട്ടോ ഡിപ്പാർട്ട്മെണ്ടുകൾ നിയമസഭയിൽനിന്നു തിരഞ്ഞെടുക്കപ്പെടുന്ന, അല്ലെങ്കിൽ നിയമസഭയിൽ കൂടുതൽ പ്രാതിനിധ്യം വഹിക്കുന്ന കക്ഷിനേതാവിനെ ഏല്പിക്കുക എന്നുള്ള തത്വം ഗവണ്മെണ്ടു് സ്വീകരിച്ചു നടപ്പിൽവ

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